During the Iraqi invasion of Kuwait and operation Desert Storm, ILS was one of the first American companies called upon to provide vital strategic services to Kuwait in order to protect America's national security interests. ILS immediately responded at the request of the U.S. Navy with tactical support facilities. Operation Dessert Storm desperately needed the mobile operations vans provided by ILS in order to operate from an austere base in the Saudi Arabian Desert.

ILS directed activities which permitted the shipment of maintenance material, aircraft spare parts, ordnance and other supplies from the U.S. to Saudi Arabia, enabling the KAF to achieve a reconstituted wartime status. Humanitarian assistance to Kuwaiti citizens in the United States and other nations outside their homeland, was provided by ILS. Special equipment was obtained for the Kuwait resistance movement during Desert Storm/Desert Shield as well.

After the war, the KAF, with the approval of the USN, requested ILS to design a state-of-the-art automated supply system and to adapt the new system to the facilities in Kuwait. ILS did so.

The climate conditions in Kuwait were extreme. ILS responded to the challenge because logistic supply support facilities were critical to the operation of the KAF F–18 Hornet aircraft based at Al Jabar Air Base.

Capt. Nick Kobylk, U.S. Navy, retired, was the former director of operations for the U.S. Navy International Programs Office [Navy IPO] with oversight of more than 5,400 foreign military sales [FMS] contracts for the U.S. Navy prior to his retirement in September 1992. Captain Kobylk who is currently working and living in Kuwait, visited the building site at Al Jabar Air Base while it was being built. He observed the following:

The warehouse location is over an hour drive through the desert and oil fields from the nearest hotel. It was built with temperatures in excess of 50 degrees Celsius (122 degrees Fahrenheit). The work was exhausting and became more dangerous as the day progressed. Food, water and ice were brought daily to the sites by ILS. The base had no security. Unexploded ordnance was discovered around the work area. One man was killed and another wounded for life. The closest full medical facility was over an hour away. There was intermittent and unreliable electrical and water service. The only consistent and reliable means of communication was via a mobile telephone system.

These harsh conditions still exist. However, electrical power, potable water, dining and medical facilities are now locally available. The population has increased. ILS and U.S. Corps of Engineer personnel support and operate a major air base in the desert. The warehouse supply support system implemented 3 years ago met the demands of October 1994. The F/A–18's were prepared and ready to defend Kuwait as Saddam Hussein began massing on the border again. The ILS warehouse system meets the current demands of September 1996, even with the influx of the USAF highly sophisticated weapon systems and their unanticipated requirements. The KAF has realized one of the finest warehousing systems in the world. It is essential to their national security. They are more than pleased with it.

ILS received high praise from the Kuwaitis for the quality of its professionalism and performance.

Kuwait's size, topography, and population do not permit it to unilaterally conduct a meaningful defense of its borders. Kuwait must rely on allies and air defense. The work of ILS literally provided the linchpin of Kuwait's national security by providing the most sophisticated logistical support/supply facility of its kind in that region of the world.

Today, as tensions once again escalate, we should notice that this small American company is to be credited for providing the foundation for the success of the security of the region.

However, Kuwait has not paid its obligations to this company. The U.S. Navy has not assisted this American contractor to obtain payment from Kuwait either.

The contractor has been told that Kuwait will pay its debt if the Navy authorizes it. The Navy has told this contractor the reverse. I consider this to be the run-around.

Why won't Kuwait pay ILS for the work that has been performed or direct the Navy pay the ILS? It is because Kuwait has been systematically defaulting on its debts after the gulf war. It is the way this country does business with American companies.

Congress should initiate a full investigation of these business practices that leave U.S. contractors holding the bag for work that was successfully performed, especially such critical work as this.

Congress should also assist these contractors to unwind the ball of redtape that binds the United States Navy which administers contracts for Kuwait and other foreign allies.

Congress should not allow Johnny to come marching home after the gulf war with his pockets picked by Kuwait.

TRIBUTE TO THE 119TH FIGHTER GROUP

HON. EARL POMEROY

OF NORTH DAKOTA

IN THE HOUSE OF REPRESENTATIVES

Thursday, October 3, 1996

Mr. POMEROY. Mr. Speaker, I rise today to commend the 119th Fighter Group of the Air National Guard based in Fargo, ND. The 119th, more commonly known as the ''Happy Hooligans,'' was featured in today's edition of the USA Today as they prepare to defend their title as champion of the William Tell air-to-air combat competition. I have submitted a copy of the article that will appear in the RECORD following my remarks.

Mr. Speaker, I urge all of my colleagues to take the time to read this story about the truly remarkable people of the 119th. Two years ago, the Hooligans sent a team to Tyndall AFB, FL, to compete in the most prestigious air-to-air event in the entire Air Force—the William Tell competition. The Hooligans were pitted against the cream of the crop, the ''top guns'' from the Active Duty Air Force. What's more, the Hooligans were flying relatively aged F–16's but competed against units flying the more advanced F–15. Much to the surprise and considerable dismay of the Air Force's young fighter jocks, the Hooligans outperformed the entire field and took home the William Tell trophy.

In 2 weeks, the Hooligans will return to Florida to defend their title. I am confident that they will once again distinguish themselves and make North Dakota proud. Last year, I had the opportunity to fly with the Happy Hooligans in an F–16 piloted by Lt. Colonel Maury Borud, so I can personally attest to their top-shelf performance. I would also note that today Colonel Borud will make the last flight of his distinguished 28-year career.

Mr. Speaker, on an issue of special interest to Congress, I ask my colleagues to remember the championship quality of the Happy Hooligans if the Pentagon once again advances plans to reduce the fighter force structure in the Air National Guard. Such plans are short-sighted and ill-advised, especially given the unparalleled performance of the Hooligans and other ANG fighter units. Cutting the Hooligans would be like benching Michael Jordan, a foolish mistake by any measure.

Congratulatios to the Happy Hooligans. You never cease to make North Dakota proud.

[From the USA Today, Oct. 3, 1996]

OLD-TIME PILOTS SHOW 'TOP GUNS' WHO'S HOT

FARGO, N.D.—The scene around the air base of the 119th Fighter Wing of the Air National Guard here would never be confused with the set of Top Gun. It is no hotbed of 20-something fighter jocks tooling around on motorcycles and doing shooters at the local bar after work.

Here you see balding middle-agers with chiseled faces. People whose ''other jobs'' are at the insurance office, on the farm or flying for FedEx. They are members of local churches, officers in local civic organizations, habitues of the nearby public golf courses.

Yet, when you strap one of these senior fliers into the cockpit of an F-16 Fighting Faclon, the younger boys get out of the way because these are the best air-to-air combat fighters in the world. They are the Godfathers of air superiority—and right now, they are in the final ''spin up'' to defend that title.

Two years ago, in October 1994, Fargo's ''Happy Hooligans'' as they are called, flew down to Tyndall Air Force base in Florida to duke it out in the Super Bowl of dogfights—the biennial William Tell competition. What they accomplished there may rank as one of the greatest upset victories since Joe Namath took his Jets to Florida in 1969.

The Fargo team had the oldest pilots and the oldest aircraft in the competition. Their F–16s were slower and their radar range shorter than that of the F–15s flown by the Air Force regulars from around the world. The Air Force had a vast pool of planes, maintenance crews and sharp young pilots on their teams.

The Fargo group was so sparse, they had Guard part-timers, classic ''weekend warriors,'' flying some of their jets.

And, as if to emphasize their underdog status, Fargo's lead pilot was a diminutive lieutenant colonel nicknamed ''Pee Wee.''

A FAMILY AFFAIR

The William Tell is a grueling weeklong competition conducted by the Air Force that combines air-to-air combat games, weapons loading drills and target shooting.

Imagine a typical scenario.

You are strapped in the cockpit of an F–16 racing at nearly twice the speed of sound, defending a chunk of air space that extends from 0 to 50,000 feet high, 50 miles deep, 30 miles wide.

Five jets come screaming into that space—four ''hostiles,'' one ''friendly.'' Your radar is jammed, you are being fed conflicting and erroneous communications, the horizon is lurching skyward to your right.

Your mission: destroy the hostiles and let the friendly pass. You have five minutes.

''Your concentration level is so high,'' says Maj. Bob Becklund, who will lead Fargo's

team as they defend their title Oct. 21. ''Everything is happening so quickly that it just starts feeling like slow motion.''

When a pilot jerks his plane skyward, as he may do several times in a competition like this one, the blood actually drains from the head and concentration can be affected. Still, the pilot must react instantaneously.

At that point, says Robert ''Pee Wee'' Edlund, ''you are not really flying the plane, it is just something strapped to your back'' as you go through the maneuvers.

In situations like this, the Fargo pilots use the F–16 to their advantage.

''You can visually spot an F–15 maybe 10 miles out,'' says Becklund. ''In the F–16, if I've got the nose pointed at you, and I'm jamming your radar, you aren't going to pick me up visually until I'm maybe 3 miles out.''

At Mach 1.6, three miles out is as good as in your back pocket. If both planes are moving at about the same speed, the F–16 is on you in less than 7 seconds.

''It is physically and emotionally very demanding,'' says Edlund. ''When it's over you are emotionally drained, but euphoric.''

In 1994, when the Fargo team won, ''people were surprised and upset—shocked,'' says Edlund, who is prevented by the rules from competing again but is serving as a kind of coach for the team. ''Believe me, there are some big egos out there. I know those F–15 crews went home embarrassed.'' Particularly because Air Force crews flying F–15s had won the previous two competitions.

The Fargo team also won the Hughes Trophy that year, an award given to the best air combat unit in the Air Force. They were the only F–16 unit ever to win it.

How did a group of such precision fighters spring up in the unlikely location of North Dakota?

''It is a family kind of thing,'' says Maj. Marshall Kjelvik, one of the pilots who will fly in the William Tell. We are a family-oriented organization, with deep roots in the community.''

Indeed, Kjelvik's father worked in maintenance at the Fargo air base and introduced him to jet fighters as a child. ''After that, I always wanted to fly,'' he says.

''It means a lot to represent your hometown, where my family and my father are from,'' says Kjelvik.

Familial connections run through the base like electrical wiring, Kjelvik's sister works in the maintenance division. Becklund's father, retired Brig. Gen. Thornton Becklund, was a former base commander.

First Lt. Brad Derrig is an alternate pilot who will travel to Tyndall. His father also flew for the guard and his brother, Tom, is the flight surgeon. ''That's one of the unique things,'' he says about Fargo. ''There are a lot of brothers, sister and family members working together.''

PRIDE IN SAFETY RECORD

But surely, there must be some Tom Cruse wannabes in the bunch.

''There is a fine line between being a cocky fighter pilot, and being a good pilot. If you are really good, you realize you don't have to be cocky,'' says base commander Col. Mike Haugen, who at 50 still flies the F–16. ''When you are 23, you tjhink there is no end to life and you are always going to be here. But this is a serious business.''

First Lt. Jon Wutzke, 31, is on the Tell team. He joined the Air Force straight out of high school and joined the Fargo Air National Guard when he has going to college at North Dakota State University.

''The age difference was a shock for me,'' he recalls. ''Back then we were flying F–4s and I worked in the shop. Some of those guys have been working on those same engines since the 1950s! So the corporate memory here goes way back.''

And continues. The Fargo team would not be as good in the air without the skills of the crews on the ground.

''As proud as I am of our performance at William Tell,'' says Haugen, ''it is our safety record and our ground crews that make it possible. We haven't lost an aircraft in over 100,000 hours of flight time, over 25 years of flying'' he says.

''Frankly, we should have lost three of those aircraft by now,'' says Haugen of the F–16s on the runway.

''That's what the statistics say.''

Those statistics do not trouble the men who fly these F–16s, however.

''It's like I tell my wife,'' says Edlund, ''the only dangerous part about being a jet fighter pilot is driving to the air base. We have some of the oldest jets in the world, F–16 wise, but the way they are maintained by our crews, they are like brand new.''

EXPERIENCE COUNTS

When it came William Tell contest time, the Hooligans had rebuilt, retuned and customized their F–16s like hotrods in the shop.

As a result, when those old planes went to Tyndall, they were ready to do things that were not even possible when they were brand new.

There also is a distinction among the fliers.

''They are young,'' says Edlund of the regular Air Force units. ''We are experienced. The younger guys might pull more Gs (maximum speed maneuvers) and have quicker reactions, but we've got more flight time. There is no substitute for having been there.''

Edlund, 39, has been there. He spent 11 years in the Air Force, then joined the Guard full-time six years ago. It is not an easy way to make a living.

An F–16 can fly at Mach 2, twice the speed of sound. It is capable of making a 9G turn or climb. In a 9G turn, the gravitational pull on the body is 9 times that of gravity. The force of such a turn is so great that if you happen to be looking over your left shoulder at an approaching plane or missile, and you throw your jet into a steep 9G turn to the right, the force can break your neck.

Even if you do everything right, you can return from a routine flight bruised up and exhausted.

In a 9G turn all the organs of the body will be pulled two inches out of their normal alignments. The liver shifts, the heart moves, connective tissue strains. Pilots training for William Tell will often fly twice daily.

''I pulled a neck muscle once in a 9G turn and it was bad. I couldn't fly for a month,'' says Edlund. ''Finally I went to the flight surgeon and he cleared me. He said, 'Pee Wee, you're good to go. You can Fly, no problem.' But then he took me aside and said he wanted to show me something. He pulled out my X-rays and there were these white spots, calcium deposits and stuff, all up and down my neck and back.

''He said, 'Pee Wee, this is what a 60-year-old man's back looks like. Nobody knows what the long-term affects of flying a jet aircraft like the F–16 will be, but the body was just not designed to take all these Gs.'

''I said, 'That's great, doc, but can I get that in writing?' '' He laughs.

''I mean, this the best job there is. Where else can you get to fly a multi-million dollar aircraft that is the best in the world? I wouldn't trade it for all of Bill Gate's money or Michael Jordan's fame,'' he says.

Edlund is nearing the end of his career as a jet pilot. His hair is gray, he's working in an industry that is constantly downsizing. He has a wife, two kids, a dog and a cat, a house in the suburbs and a Little League team he has taken to the state championships. He is no longer much of a Hooligan, but still good to go.

''I'll probably have to hang it up in five years or so, maybe when I have 5,000 hours. That would be a pretty good career for a fighter pilot. Then, I'll just push paper. Be a ground-pounder for the team.''